

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8072

八十年元統宣

THURSDAY, DECEMBER 30, 1909.

四拜禮

號十三月二十英港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUND \$15,000,000
Sterling \$15,000,000
Silver \$15,000,000
REVERSE LIABILITY OF PROPRIETORS \$15,000,000

COUNCIL OF DIRECTORS:
Hon. Mr. W. J. Gresham—Chairman,
H. K. Tompkins, Esq.—Deputy Chairman,
G. Balloch, Esq., Fr. Lieb, Esq.
J. W. Bandow, Esq., H. Shalim, Esq.
E. G. Barrett, Esq., R. Shaw, Esq.
C. S. Gobey, Esq., H. A. Sibley, Esq.
G. R. Lehmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER
LONDON BANKERS—LONDON COUNTY AND
WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 4 per cent.
per annum on the daily balance.

FIXED DEPOSITS:
For 3 months, 4% per cent. per annum.
For 6 months, 4% per cent. per annum.
For 12 months, 4% per cent. per annum.
J. R. M. SMITH,
Chief Manager,
Hongkong, 13th November, 1909. [20]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,000,000
RESERVE FUND \$1,175,000
REVERSE LIABILITY OF PROPRIETORS \$1,000,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 4 per cent. per
annum on the Daily Balance.
On Fixed Deposits for 12 months, 4 percent.
" " 6 " " 3% "
" " 3 " " 2% "
WM. DIKSON,
Manager.
Hongkong, 5th April, 1909. [21]

YOKOHAMA SPECIE BANK,
LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,900,000

Head Office—YOKOHAMA.

Branches and Agents,
TOKIO, CHEFOO, TIENTSIN,
KOREA, PEKIN, NAGASAKI,
OSAKA, NEWCHWANG,
LYONS, DALNY, LYON,
NEW YORK, ANTUNG,
SAN FRANCISCO, LIOYANG,
HONOLULU, MUKDEN,
BOMBAY, TIE-LING,
SHANGHAI, CHANG-CHUN,
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 4 percent.
per annum on the Daily Balance.
On fixed deposit:
For 12 months 4% p.a.
" 6 " 3% "
" 3 " 2% "

TAKMO TAKAMIGHI,
Manager.
Hongkong, 13th September, 1909. [22]

DEUTSCH ASIATISCHE BANK,
CAPITAL FULLY PAID-UP Sh. Total 7,500,000

HEAD OFFICE—SHANGHAI,
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta, Hamburg, Hankow, Berlin
Kobe, Peking, Singapore, Tientsin, Berlin
Tsinanfu, Taishan, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroder & Co., Berlin
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshauer & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne, Frankfurt
Jacob S. H. Stern, a.m.
Norddeutsche Bank in Hamburg, Hamburg
Sal. Oppenheim Jr. & Co., Cologne
Bayrische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
learnt on application. Every description of
Banking and Exchange business transacted.

A. KORNH,
Manager.
Hongkong, 4th December, 1909. [23]

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 4% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager,
Hongkong, 13th January, 1909. [24]

INTERNATIONAL BANKING
CORPORATION.

CAPITAL PAID UP GOLD \$1,350,000
ABOUT MXN 37,250,000
RESERVE FUND GOLD \$1,350,000
ABOUT MXN 37,250,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEADLER HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates—
For 12 months 4% per cent. per annum.

0 " 4 " " " "
8 " 3 " " " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1909. [25]

Intimations.

CHINA MUTUAL LIFE INSURANCE
CO., LTD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman,
C. Stephanius, Esq.
Lee Yung Su, Esq.
J. H. McMichael, Esq.
C. R. Burkhill, Esq.
J. A. Wattie, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Acts, England.
Insurance in Force \$34,054,152.00
Assets 7,114,490.08
Income for Year 3,073,834.81
Total Security to Policyholders 7,885,851.53

LEFFERTS-KNOX, Esq., Hongkong,
District Manager, Oao on, Macao
B. W. TAPE, Esq., and the
District Secretary.

ALEXANDRA BUILDING, HONGKONG.
Hongkong, 1st December, 1909. [26]

EXTRAORDINARY
BARGAINS.

Come All! Don't miss
this chance of getting such
cheap things.

Everything reduced except
the Regal Shoes.

Now is the chance to get
things cheap!

At THE SAVOY,
18, Queen's Rd. Central.

Hongkong, 27th October, 1909. [27]

THE CHINA PROVIDENT LOAN AND
MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,350,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.

Undertaken and Executed.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th March, 1909. [28]

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KOBE & SUMATRA..... About Freight and
YOKOHAMA Capt. C. J. Benson, R.M.R. 1st Jan. Passage.

SHANGHAI Devanha About Freight and
Capt. H. Powell 7th Jan. Passage.

LONDON, &c., via usual Ports DELHI Noon } See Special
Capt. G. W. Gordon, R.M.R. 8th Jan. } Advertisement.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 28th December, 1909. [29]

Intimations.

CHEAPEST PAINT IN THE WORLD FOR
ALL PURPOSES.

IN USE BY THE LARGEST STEAMSHIP COMPANIES,

RAILWAY COMPANIES AND GAS COMPANIES.

THOMPSON'S "EMISSARY"

ELASTIC NON-POISONOUS
PAINTS

FOR THE PRESERVATION OF STONE, BRICK, WOOD AND METAL
STRUCTURES.

One Cwt. Emissary Powder mixed with 12 Gallons Boiled Linseed Oil will cover 17,000
superficial feet, while one cwt. of red or white lead will make paint to cover 3,000 superficial
feet.

LANE, CRAWFORD & CO. [28]

WHISKIES
SCOTCH.

Fine Old Glenlivet.
Very Old Highland Blend.
Robert Macdonald.
Monarch of the Glen.
Rare Old Blend.
Waycross Blend.
Extra Special Finest Liqueur.
Polo (bottled at Home).
O. D. S. (very choice).
V. O. S. (old matured).
Ferrintosh, great age (very fine).

CALDBECK, MACGREGOR & CO.,
Wine & Spirit Merchants.

Hongkong, 1st December, 1909. [30]

Hotels.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 1,263 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,095 Tons.
"HEUNGSHAN" 1,998 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and at 10 P.M.
(Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted
throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,261 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao, on week days at 8 A.M. and at 2 P.M. from the
Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-China Steam Navigation
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.
Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the
Companies' direct steamers "Liutan" and "Sanul". These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 2nd JANUARY, 1910.

The Company's Steamship

"SUI-AN,"

will depart from the COMPANY'S WING LOK WHARF at 9 A.M.

Departure from Macao at 5 P.M.

Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and
from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects
with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.</

JEWELS.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, HIIGO ("DERFFLINGER").....	{ Capt. G. Meiners	FRIDAY, 31st December, 9 A.M.
and YOKOHAMA.....		
MANILA, YAP, NEW GUINEA, PRINZ SIGISMUND.....	{ Capt. D. Lenz	FRIDAY, 31st Dec., 10 A.M.
BRISBANE, SYDNEY & MELBOURNE.....		
YOKOHAMA and KOBE.....	{ "COBLENTZ"	About SATURDAY, 8th January.
	Capt. D. Lenz	

For further particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th December, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Docking Length 515 ft.
Width of Entrance ... 80 "
Water on Blocks 28 "

No. 2 DOCK.

Docking Length 376 ft.
Width of Entrance... 50 "
Water on Blocks ... 26 "

No. 3 DOCK.

(IN COURSE OF CONSTRUCTION.)
Docking Length 481 ft.
Width of Entrance... 63 "
Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our jetties for mooring vessels whilst under repairs.

Telephone: Nos. 370, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebert, Scotts, A. I., and Watkins.

Yokohama, April 28th, 1909.

JAPANESE COTTON YARN.

EXPORTS TO HONGKONG AND SOUTH CHINA.

The export of cotton yarn last month was very satisfactory, says the *Japan Chronicle*, the total shipment of 20's and below amounting to 9,521,000 kgs, representing Yen 3,935,716 in value, and that of yarn above 20's to 673,371 kgs, valued at Yen 346,065, making a total of 10,194,871 kgs valued at Yen 4,347,781.Last week some activity was shown in the yarn market, buyers in Tokyo and Nagoya purchasing bargains, and on the 25th instant about 3,000 bales changed hands. The quotations for some qualities were forced up by Yen 2 or Yen 3 the following day, when the record high quotation of Yen 31 for February delivery was seen. The *Osaka Mainichi* remarks that this activity was the result of operations by speculators, and genuine buyers merely folded their hands, watching the situation. In consequence on the same day (16th) the quotations on the Osaka Yarn Exchange closed at Yen 28.60 for December delivery, Yen 29.75 for January, and Yen 30.55 for February delivery. It is difficult to predict the future of the yarn market, continues the *Osaka Journal*, but if the prevailing high price of raw cotton is maintained the market is bound to rise to keep pace with the cost of raw material. The purchase of yarn for export this year was started two or three months earlier than last year and weaving circles in Japan remain very inactive, so that whether the market will advance on the opening of the New Year as generally considered is problematical.The *Osaka Asahi* notes that the Takenouchi Shoten, a cotton yarn firm connected with the Osaka branch of the Mitsui Bussan Kaisha, which had made heavy purchases of gassed yarn on speculation since the spring, is reduced to a critical position on account of the collapse of the gassed yarn market since the summer. Mr. Fujio, manager of the Osaka branch of the Mitsui Bussan, has devised a measure of relief for the Takenouchi Shoten and has undertaken to export a part of the stock held by the firm to Hongkong and South China. The Mitsui is now awaiting a favourable opportunity to ship the yarn. Japanese gassed yarn, adds the *Osaka Journal*, has no other market abroad than Hongkong and South China, where the demand for the Japanese production does not exceed 500 bales a year. Cotton yarn merchants at Horidome, Tokyo, are also reduced to an embarrassing condition. Compared with English gassed yarn 60's to 80's, the price of the Japanese production is much lower. In these circumstances, assuming the quality to be not much inferior, there should logically be great possibilities for the export of Japanese gassed yarn to England. The yarn merchants have, accordingly, with a view to forcing up the market, circulated a report that Messrs. Samuel, Samuel & Co., and the Mitsui Bussan Kaisha have on foot a scheme to export Japanese gassed yarn in large quantities to England. It goes without saying, concludes the *Asahi*, that Japanese gassed yarn is quite unsuitable to English weavers. Ignorant as Japanese weavers and cotton yarn merchants are of conditions abroad, it would still hardly be thought that they would be impressed by such a scheme. In practice, however, the case is different and the report appears to have had some effect in improving the market.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$8.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 10th August, 1909.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. ... Every 15 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.30 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 15 minutes
1.15 p.m. to 2.15 p.m. ... Every 15 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 3.45 p.m. ... Every 15 minutes
3.45 p.m. to 4.45 p.m. ... Every 15 minutes
4.45 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m. to 9.30 p.m. ... Every 15 minutes
9.30 p.m. to 10.30 p.m. ... Every 15 minutes
10.30 p.m. to 11.00 p.m. ... Every 15 minutes
11.45 p.m. to 12.00 noon. ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m. to 9.30 p.m. ... Every 15 minutes
9.30 p.m. to 10.30 p.m. ... Every 15 minutes
10.30 p.m. to 11.00 p.m. ... Every 15 minutes
11.45 p.m. to 12.00 noon. ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m. to 9.30 p.m. ... Every 15 minutes
9.30 p.m. to 10.30 p.m. ... Every 15 minutes
10.30 p.m. to 11.00 p.m. ... Every 15 minutes
11.45 p.m. to 12.00 noon. ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m. to 9.30 p.m. ... Every 15 minutes
9.30 p.m. to 10.30 p.m. ... Every 15 minutes
10.30 p.m. to 11.00 p.m. ... Every 15 minutes
11.45 p.m. to 12.00 noon. ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m. to 9.30 p.m. ... Every 15 minutes
9.30 p.m. to 10.30 p.m. ... Every 15 minutes
10.30 p.m. to 11.00 p.m. ... Every 15 minutes
11.45 p.m. to 12.00 noon. ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m. to 9.30 p.m. ... Every 15 minutes
9.30 p.m. to 10.30 p.m. ... Every 15 minutes
10.30 p.m. to 11.00 p.m. ... Every 15 minutes
11.45 p.m. to 12.00 noon. ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m. to 9.30 p.m. ... Every 15 minutes
9.30 p.m. to 10.30 p.m. ... Every 15 minutes
10.30 p.m. to 11.00 p.m. ... Every 15 minutes
11.45 p.m. to 12.00 noon. ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m. to 9.30 p.m. ... Every 15 minutes
9.30 p.m. to 10.30 p.m. ... Every 15 minutes
10.30 p.m. to 11.00 p.m. ... Every 15 minutes
11.45 p.m. to 12.00 noon. ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m. to 9.30 p.m. ... Every 15 minutes
9.30 p.m. to 10.30 p.m. ... Every 15 minutes
10.30 p.m. to 11.00 p.m. ... Every 15 minutes
11.45 p.m. to 12.00 noon. ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m. to 9.30 p.m. ... Every 15 minutes
9.30 p.m. to 10.30 p.m. ... Every 15 minutes
10.30 p.m. to 11.00 p.m. ... Every 15 minutes
11.45 p.m. to 12.00 noon. ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m. to 9.30 p.m. ... Every 15 minutes
9.30 p.m. to 10.30 p.m. ... Every 15 minutes
10.30 p.m. to 11.00 p.m. ... Every 15 minutes
11.45 p.m. to 12.00 noon. ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m. to 9.30 p.m. ... Every 15 minutes
9.30 p.m. to 10.30 p.m. ... Every 15 minutes
10.30 p.m. to 11.00 p.m. ... Every 15 minutes
11.45 p.m. to 12.00 noon. ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m. to 9.30 p.m. ... Every 15 minutes
9.30 p.m. to 10.30 p.m. ... Every 15 minutes
10.30 p.m. to 11.00 p.m. ... Every 15 minutes
11.45 p.m. to 12.00 noon. ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 15 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 15 minutes
8.00 p.m. to 9.00 p.m. ... Every 15 minutes
9.00 p.m. to 9.30 p.m. ... Every 15 minutes
9.30 p.m. to 10.30 p.m. ... Every 15 minutes
10.30 p.m. to 11.00 p.m. ... Every 15 minutes
11.45 p.m. to 12.00 noon. ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 15 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p

ILLUSTRATION.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES :

DRY GINGER ALE.
LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE
AND
REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO.,
LIMITED,

HONGKONG AND KOWLOON.

Hongkong, 15th July, 1900.

[28]

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Hooper Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS. nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$8 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional to any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post-subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, THURSDAY, DECEMBER 30, 1900.

A CHINESE REDEMPTION SCHEME.

According to the Shanghai vernacular papers the Chinese Board of Finance is engaged in the consideration of the best method to secure the redemption of all the outstanding liabilities of the Empire to the foreign world. Here is a colossal scheme which is worthy the attention of a Rothschild or a Pierpont Morgan, but China is not prepared for its grandiose ideas which fluttered in the air for a time and then passed. It will be recognised that in proposing to redeem the foreign liabilities, China is in a measure following the example of Japan after the late war, but there is always this

difference that whereas China is split up into a number of semi-independent Provinces which have to be treated separately, and without reference to one another, Japan is administered as one homogeneous whole, and the co-operation of all the islands is secured by their mutual interests. At any rate let us see what this scheme of redemption means so far as China is concerned. In the latest edition of Hazel's Annual, the outstanding liabilities of the Chinese Government amounted to a total of £123,685,730, but in reality, if the redemption fails, the total amount paid by China on account of the Japanese and Boxer wars will, by 1940, have amounted to roughly £200,000,000, to say nothing of other and earlier commitments. The proposal, therefore, to men who know China is one that sounds so extraordinary as to rank with the impossible. We have had long experience of China and her customs, remarks a contemporary in the North, of the suspicion with which her people have viewed all and every suggestion of her authorities when such suggestion meant the transference of current coin from the pockets of the people to the coffers of the mandarin or the central government. Is all that experience to go for nothing? We are quite ready to believe that there has been a great awakening, perhaps we ought to say a great creation of native patriotism, but will it run to the production of so vast an amount? Is the money really forthcoming whatever the patriotism? Is the world to be astonished in 1910 as it was in 1871, when the French miliards came rolling in at the call of the Republic? It is impossible to say. We are quite prepared to believe that there are vast hoards in China: we have little doubt but that the £12,000,000 might be found if there were sufficient extractive power, but is there, and if there were, would it be advisable to employ it? Threatened with an alien control of revenue and expenditure we can easily understand the intense desire of the ruling classes to avoid such a humiliation at any cost, and there is beyond the humiliation another consideration. Were there any foreign control worth the name, the peculations of the multitude of mandarins would cease. For every dollar received they would have to account. This would be terrible from their point of view, but what about the taxpayer? What of the ninety-nine per cent. who are not officials in any way? Could they not rather welcome such a reform? continues the Mercury. We think they would, and if the matter were put before them thus: and our every fact you have hoarded up in or out that our old system may be preserved, we are inclined to think that they would inquire as to the alternative, and if they learnt that it was foreign, and therefore strictly honest control, would prefer to keep their hoard, take advantage of foreign integrity, and let the bad old system disappear. In a word, we shall be much surprised if the new-born patriotism of China will be found equal to this task. But for the sake of argument, let us suppose that it will, and that the whole of the sum required is forthcoming. What interest will be asked? Everybody knows that the value of money in China is far greater than it is in the richer west. England can borrow at less than 3 per cent. and most great powers at less than five. But interest amongst the Chinese runs from 10 per cent. upward, while the Chinese government can command far better rates from foreign sources. If the money is to be forthcoming at all, therefore, it will be at much greater cost than at present. But it may be argued that the interest would remain in the country. There is something in that, especially for the bondholder, the five or ten per cent. minority of the people. What of the ninety-five millions to enrich that minority? Our native contemporaries tell us the people are enthusiastic over the new scheme. Possibly they are. But our contemporaries do not tell us that the people understand either the scheme or its consequences. If they did, and when they do, there will be a different story to tell, perhaps. We doubt if there is any national debt anywhere exclusively held by the people of the land that owes it. Suppose the conversion of the Chinese debt completed, what is to prevent foreigners from buying the stock? It will have to be marketable as British Consols and French Rentes are marketable. Anybody may buy them. And as China would have to offer a high rate of interest to get the required money, there would be all the greater temptation to the foreign financier to come in. It will be seen from these reflections that the difficulties in the way of realising the enormous task of redeeming China's debts are almost insuperable. There can be no doubt whatever that the people of China if they will it could advance the money, for despite all that has been said and written on the subject China is not a poor country. Poverty, there is but it is never that grinding poverty which characterises the large centres of the west; as for wealth nobody has yet dared to formulate an idea of the hidden hoards of the country. If these hoards were to be drawn upon the redemption of the Empire's liabilities would be assured, but there is something lacking to fire the imagination in a redemption scheme. It has no tangible form; there is nothing but bonds to show for the country; it does not appeal to the patriot and it certainly would fail to obtain the support of the individual accustomed to the ways of man.

and management in the interior. The scheme in fact, magnificent though it may be, is simply a soap bubble; its only value is the indication it affords of how Chinese officials are striving might and main to out the hard-working foreigner and to regain for themselves that power over the lives and purses of the Chinese proletariat which they exercised in the days before the foreigner had appeared on the scene.

LOCAL AND GENERAL.

A CHINAMAN was this morning awarded fourteen days' hard labour for stealing a pair of trousers.

Six months' hard labour and four hours' stocks was the punishment meted out to a Chinese at the Magistracy this morning for returning from banishment.

The P. and O. Company once again issues its combined diary, almanac, atlas, and compendium of general information, which is always useful when travelling about the China coast or even farther afield.

The Hongkong and Whampoa Dock Co.'s launch "C" has been sold to the Canton-Kowloon Railway administration (Imperial Chinese section). We believe the launch left for Canton to-day.

The youth named Gutierrez who was charged the other day with causing grievous bodily harm to a Chinaman by shooting at him with a salvo rifle, thereby causing a bullet-headed cap to penetrate three inches into his victim's left thigh, was this morning fined \$30 and ordered to pay \$35 compensation.

THOSE who enjoy something that reminds them of the old "penny gaffs" at home should take a trip to the Hongkong Cinematograph and witness the antics of the Wing Sun troupe. It gives one a glimpse of the days long gone by, but we refuse to disclose what the show is like. It is too rich for words and has only to be seen once to be thoroughly appreciated.

THREE men, of whom one is an ex-excise officer and an ex-constable, the others being quartermasters, were yesterday arrested on board the s.s. "Swire" with thirty tacs of prepared opium in their possession. They appeared at the Magistracy this morning, when two of them were discharged while the ex-constable was fined \$500 or in default three months' hard labour.

THE latest published accounts for the London and Lancashire Fire Insurance Company and the Royal Exchange Assurance Company have been issued, from which it appears that the total net income of the former for the year ending 31st December, 1900, was £1,126,460.76 with assets aggregating £2,980,659.12.3 while the total net income of the latter for the same period was £1,619,007.14.8 with funds aggregating £3,447,800.18.5. Messrs. Butterfield and Swire are the agents.

TWELVE gamblers from 27, Canton Road, Tsim-tsa-tau, appeared in the Police Court this morning. The keeper of the establishment was fined \$100 while five of the men had each to contribute \$4 to the Government Treasury. The rest were remanded. One of the men at the time of the raid deliberately upset a kerosene lamp on the floor with a view to baffling the Police, as a result of which the room was ignited in several places. During the scuffle which ensued, sixty of the gamblers succeeded in making good their escape.

FROM Messrs. Butterfield and Swire we have received a tremendous number of New Year calendars and souvenirs. There is a blotting pad with refill from the London and Lancashire Insurance Company; a handy service of blotters and a letter-file all from the same Company. The Royal Exchange Assurance have issued a neat leather diary. The Royal also issues a desk calendar and a blotter. The Orient Fire Insurance Company is represented by its old familiar wall calendar. For all these insurance companies Messrs. B. & S. are the local agents.

ARISING out of the case in which a man named Francis Ritchie was yesterday sentenced to six weeks' hard labour for obtaining the sum of \$42 by means of false pretences from a Chinese woman named Fah Tima Babi, the husband of the latter was this morning placed in the dock before Mr. J. R. Wood for being accessory before the fact. The offence alleged against the defendant is that he had instructed Ritchie to obtain the sum in question from his concubine. *Babes corpus* proceedings are to be instituted for the purpose of securing Ritchie as principal witness against the defendant.

ONE wonders how many people there are, who, being of average courage and calm temperament, do not indulge in the festive cigarette? The number must be exceedingly small, but it would probably be greater if one were not taxed to discover which is really the best brand. There are people in Hongkong who are experimenting all the time. To them we would suggest that they should try the Ardash cigarette known as the "Winifred" or, if that is too delicate, let them have a shot at the "Chief Whip." Of course, the very name of Ardash carries its own recommendation, but there are some folks who never will be convinced. We feel sure that the man who is groping in the dark for a cigarette that will just suit his fancy will select one of these two brands we have mentioned as his final choice. We have sampled both sorts and find difficulty in deciding to which should be assigned the balance of favour—it is each to his own taste. The cigarettes are cheap, the aroma is delicious and they can be had either in tins of fifty or packets of twenty. Messrs. Price & Co., Queen's Road Central, are representing the Ardash people.

NEW PENANG SHAMMER.

LAUNCHED AT HUNGKOM.

At 9 o'clock last evening, 29th inst., at the yard of Messrs. Kwong Tuck Cheong the second steamship built to the order of the Eastern Shipping Co., Penang, was successfully launched and as the vessel glided down the ways she was christened "Panther."

The ceremony was gracefully performed by Miss Minnie Lambert, daughter of the popular surveyor for Lloyd's in Hongkong.

The vessel is a replica of the *Kedah* recently launched from the same yard.

A number of visitors was present and success to the vessel and the health of the builders was enthusiastically drunk by the gathering.

GUNBOAT "RIO LIMA."

BOUGHT IN BY PORTUGUESE AUTHORITIES.

The obsolete Portuguese gunboat *Rio Lima* was put up for sale by public auction by Messrs. Huher and Hough, this afternoon, acting under instructions from the Portuguese naval authorities. A large number of intending Chinese purchasers attended the sale and bidding was, in consequence, very spirited. The first offer made was one of \$10,000, which advanced by bids of \$500 to \$19,500, at which price it was bought in by the Portuguese naval official present.

The dimensions of the *Rio Lima* are:

Extreme Length 169 ft. 6 ins.
Length on Water Line 150 ft. 3 ins.
Extreme Breadth 27 ft. 7 ins.
Displacement 635 tons.
Draught Forward 10 ft. 0 in.
Draught Aft 11 ft. 2 ins.

FIRE AT QUARRY BAY.

STOCKS OF ASHES ABLAZE.

What at first sight appeared to be a serious conflagration broke out in the neighbourhood of Quarry Bay this forenoon. It was at first feared that the Taikoo Sugar works were ablaze and indeed that was the rumour which went round the city. Fortunately that story proved to be a canard, but nevertheless the fire was of no small proportions although it is doubtful if any serious damage will result from its effects. Near the water front on ground which we understand belongs to Messrs. Butterfield and Swire great stacks of cinders, slag and coal refuse are piled and it is believed that one of these stacks, which had probably been smouldering for days suddenly broke out into open flame. At any rate, when the smoke was observed rising from the heap of disused material, the fire-extinguishing plant of the firm was quickly brought to bear on the red-hot mass. The fire float was also directed to the scene and rendered efficient service throwing tons of water on the concentrated heap of red flame. Altogether there were four fire engines and the fire float at work pouring an immense supply of sea water on the burning stack. It is said there were about four thousand tons of practically useless material in a state of almost white heat. Three fire appliances from the city were sent out to help but what the result was we have not yet learned. Experienced engineers say that this sort of fire can never be extinguished by throwing water on it. What must be done is to turn over the whole mound of debris and so get the fire out bit by bit. It is related that a similar outbreak occurred at Singapore some years ago when a stack of ashes was found to be in the state of a volcano on the point of eruption. It took five thousand coolies six weeks to extinguish the outbreak. According to our information there is no danger at Quarry Bay. The damage will be comparatively trifling.

KITCHENER'S NARROW ESCAPE.

Lord Kitchener, when travelling by rail from mid Java to Sourabaya, had a narrow escape on leaving Solo. The train was being backed out of the station there, when by some means or another the front coach in which His Lordship was seated, became derailed and overturned. Lord Kitchener crept out of the vehicle without and got safely into another coach which was soon hooked on to the engine. The journey was continued, and Lord Kitchener arrived at Sourabaya on December 11, where he embarked on board the steamer *Van Outhorn* for Port Darwin.

CRICKET.

HONGKONG CRICKET CLUB vs. UNITED SERVICES.

The following will represent the Hongkong Cricket Club vs. United Services on Saturday and Monday, the 1st and 3rd January.

W. C. D. Turner, T. E. Pearce, R. E. O. Bird, R. E. H. Oliver, R. O. Huichinson, A. C. Elbrough, H. D. Sharpen, A. H. Young, A. C. Clinton, J. Hall and W. Manning.

Play to start at 10 a.m. each day.

SHIPPING AND MAIIS.

MAILS DUE.

Indian (*Arratoon Aspar*) 3rd prox.

American (*Asia*) 5th prox.

Canadian (*Empress of China*) 6th prox.

The P. & A. Co. vs. *Knight of St. George*.

Left Astoria en route to Hongkong on 29th inst., and may be expected at this port on 29th prox.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Hon. Mr. A. W. Brown \$10

Ho & Tait 10

THE CHINA LIGHT AND POWER COMPANY, LTD.

EXTRAORDINARY GENERAL MEETING.

An extraordinary general meeting of the China Light and Power Company, Ltd. was held in the offices of the general managers, Messrs. Shawan Tomes & Co. S. George's Buildings, this afternoon. Mr. Robert Shawan presided and those present included—Messrs. H. P. White, of the consulting committee, A. Babington, G. G. Gordon, E. W. Terrey, A. G. Gordon, H. F. Campbell, J. A. Young, A. A. Cordeiro, R. Unsworth, P. M. Hodgson and D. H. Young, secretary.

The secretary read the notice calling the meeting.

The Chairman said:—The object of the resolution before the meeting is solely for the purpose of enabling the Company to return capital and pay undivided profits to shareholders to the extent of \$500,000 altogether. By returning \$5 per share to the holders of the 50,000 \$10 shares we shall reduce that capital to \$5,000 shares of \$5 each and we shall make an equivalent payment in the shape of a bonus of \$5 per share to the holders of the 50,000 special \$1 shares. The paid up capital will then be \$300,000 in 50,000 shares of \$5 each and 50,000 shares of \$1 each. The present resolution which cannot be confirmed until an interval of fourteen days from to-day has elapsed will give us power to modify the right of any class of shares by a special resolution passed in conformity with an agreement made with a trustee acting on behalf of the holders of the class of shares in question provided such agreement is ratified by an extraordinary resolution. On the confirmation of the present resolution fifteen days hence the company will enter into the agreements referred to and we shall call meetings of each class of shareholders to pass the extraordinary resolution to ratify these agreements. When that is done we shall on the same day (as an extraordinary resolution does not require to be confirmed) propose the special resolution to return and pay the \$500,000 which resolution will have to be confirmed after another interval of fourteen days. We shall then be in a position to apply to the Court for permission to make the return of capital and pay the bonus.

I beg to move the first resolution:—That the Articles of Association of the Company be altered.

1. By inserting immediately after paragraph 4 of Clause VIII. a new paragraph as follows:—

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered sub-divided re-arranged or dealt with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the members of the Class provided such agreement shall before the Special Resolution is passed be ratified by Extraordinary Resolution passed at a separate Meeting of the Class or by writing under the hand of the holders of at least two-thirds of the shares of the Class and it shall be no objection to any such Agreement that it provides for a reduction of Capital otherwise than in accordance with the legal rights of the Holders of shares of the Class or for the payment of a dividend or bonus otherwise than in accordance with the rights of the Holders of shares of the Class or for the allotment of shares credited as fully or partly paid up in satisfaction of part satisfaction of such dividend or bonus and for the purposes of this Clause a Resolution shall be an Extraordinary Resolution when it has been passed by a majority of not less than two-thirds of such members of the Class entitled to vote as are present in person or by proxy at a separate General Meeting of the Class of which Notice specifying the intention to propose the Resolution as an Extraordinary Resolution has been duly given and so that the quorum of any such Meeting shall be three members at least of the Class and so that the Meeting shall be called in accordance with the provisions hereof.

Mr. H. P. White seconded.

The resolution was unanimously adopted.

The Chairman: I beg to move the second resolution:—

2. By inserting immediately after paragraph

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPEROR OF JAPAN" SATURDAY, JAN. 1ST.

"EMPEROR OF CHINA" SATURDAY, JAN. 29TH.

"MONTEAGLE" TUESDAY, FEB. 15TH.

"EMPEROR OF INDIA" SATURDAY, FEB. 26TH.

"EMPEROR OF JAPAN" SATURDAY, MAR. 16TH.

"EMPEROR OF CHINA" SATURDAY, APRIL 23RD.

"Empress" Steamers will depart from Hongkong at 7 A.M.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) 671.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES.—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "Oce Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDICK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HOMOKONO.—SUBJECT TO ALTERATION.

Steamship On
SGAPOR, PENANG & CALQUUTTA. **NAMSANG** FRIDAY, 1st Dec., Noon.
MANILA **YUENSANG** FRIDAY, 31st Dec., 4 P.M.
WEIHAIWEI, CHEKOO and CHIN **CHEONGSHING** FRIDAY, 31st Dec., 4 P.M.
WANTAO **YATSHING** SUNDAY, 2nd Jan., Daylight.
SHANGHAI **KWONGSANG** SUNDAY, 2nd Jan., Daylight.
SGAPOR, PENANG & CALQUUTTA. **KMSANG** WED'DAY, 5th Jan., Noon.
SANDAKAN **MAUSANG** WED'DAY, 5th Jan., Noon.
MANILA **LOONGSANG** FRIDAY, 7th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE **FOOKSANG** FRIDAY, 7th Jan., Noon.
& MOI.

FOR THE MANILA CARNIVAL—Feb. 5th to 14th 1910.

A Special reduced fare of \$10 for Return Passengers will be issued for our Sailings to Manila on the 28th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* Sailors have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

1 Taking Cargo on the 2nd Jan., 1st Feb. to Yengtze Ports, Chafoo, Tientsin & Newchwang. 1 Taking Cargo on through Bills of Lading to Kudat, Labad, Datu, Simporna, Tawau, Usukan, Jesselton and Lubuan.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.,
Telephone No. 215, Sub. Exch. 4,
Hongkong, 29th December, 1909.

16

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Steamers To Sail
AMOY, TSINGTAU, WEIHAIWEI & COFOO. **SZECHUEN** 31st Dec., 4 P.M.
SHANGHAI **ANHUI** 2nd Jan., Daylight.
MANILA **TEAN** 4th " 3 P.M.
SHANGHAI **LINAN** 6th " 4 P.M.
MANILA, ZAMBOANGA and USUAL **CHANGSHA** 8th " 4 P.M.
AUSTRALIAN PORTS **CHINHUA** 9th " Daylight.
SHANGHAI **TAMING** 11th " 3 P.M.
Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER. Twice Weekly.
S.S. "LINTAN" and S.S. "SANOU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chefoo, Linan, Chihua,)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Tuesday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
Telephone No. 36.
Hongkong, 30th December, 1909.

18

HONGKONG—MANILA.**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

Steamship	Tons	Captain	For	Sailing Date
RUBI.....	1540	R. W. Almada...	MANILA	FRIDAY, 31st Dec., 4 P.M.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 1st Jan., at Noon.

For Freight or Passage, apply to—
SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.

19

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, MANZANILLO
and SALINA CRUZ (Mexico).

S.S. KIYO MARU 9,500 tons gross, Sails Feb. 26th, 1910, at Noon.
S.S. BUVO MARU 6,500 " April 27th, 1910, at Noon.
S.S. AMERICA MARU 6,000 "

For particulars, apply to

N. YAMADA,

Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 21st December, 1909. [457]

Shipping—Steamer

THE "SHIRE" LINE OF STEAMERS**LIMITED.****PASSENGER SERVICE TO LONDON & ANTWERP.****THE Steamers**

"PEMBROKE SHIRE" (late "Segura") & "CARMARTHENSHIRE"
Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above or on about end of January and beginning of March respectively.

FARE TO LONDON

£85

A Stewardess and fully qualified Doctor are carried.

N.B.—"Pembroke Shire" calls at Marseilles.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th December, 1909. [802]

**REGULAR STEAMSHIP SERVICE****TO NEW YORK,****VIA PORTS AND SOEZ CANAL**

(W. Liberty to Call at Mabson Coast.)

PROPOSED SAILINGS FROM HONGKONG**FOR NEW YORK:**

S.S. "WRAY CASTLE" ... On 4th Jan., 1910

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 27th December, 1909. [458]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**FOR SYDNEY AND MELBOURNE.**

(Calling at Timor, Port Darwin and Queensland Ports, and taking through cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship**"EASTERN."**

Captain McArthur, will be despatched as above on WEDNESDAY, the 5th January, 1910, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th December, 1909. [459]

THE BANK LINE, LIMITED.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG**FOR VANCOUVER, B.C., TACOMA & SEATTLE****via MOJI, KOBE AND YOKOHAMA**

Steamer Tons Captain Sailing Date

Sunderia ... 6,732 S. Shorton ... 1st Jan.

Oceanic ... 4,657 F. W. Davies ... 10th Jan.

Kumeric ... 6,252 J. Matthe ... 10th March

Aymaric ... 4,303 J. Boyd ... 7th April

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

1910.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	....
Do demand	19 9/16
Do 4 months sight	17/2
France—Bank T.T.	2.26
America—Bank T.T.	43
Germany—Bank T.T.	1.83
India T.T.	1.33
Do demand	1.33
Shanghai—Bank T.T.	.75
Singapore—Bank T.T. per H.K. Stock	7.68
Japan—Bank T.T.	.88
Java—Bank T.T.	1.08
Buying.	
4 months' sight L/C.	1.08
6 months' sight L/C.	1.10
30 days' sight San Francisco & New York	4.48
4 months' sight do	4.51
30 days' sight Sydney & Melbourne	1.10
4 months' sight France	2.30
6 months' sight do	2.32
4 months' sight Germany	1.78
Bur Silver.	24
Bank of England rate	48 %
Scandinavian	1.13

SHIPPING.

Arrivals.

Rajah, Ger. s.s. 1,275, F. Pholl,	20th Dec.
Bangkok 19th Dec., Rice.—H. & S.	
Tomoe Maru, Jap. s.s. 1,611, K. Yajima, 20th Dec.—Moj 23rd Dec., Coal.—M. B. G. K.	
Acasia, Ger. s.s. 1,291, Claussen, 29th Dec.—Canton 20th Dec., Gen.—H. A. L.	
King Sing, Br. s.s. 1,213, Wright, 20th Dec.—Canton 20th Dec., Gen.—J. M. & Co.	
Yatshing, Br. s.s. 1,424, R. Houghton, 20th Dec.—Canton 20th Dec., Gen.—J. M. & Co.	
Nanshan, Br. s.s. 1,291, A. Jones, 20th Dec.—Saigon 23rd Dec., Rice.—B. & Co.	
Oaria, Br. s.s. 5,803, W. C. Lyett, 27th Dec.—Tacoma via Ports 1st Dec., Gen.—B. & S.	
Defflinger, Ger. s.s. 9,062, G. Meiners, 30th Dec.—Bremerhaven 17th Nov., and Siegport 25th Dec., Mails and Gen.—M. & Co.	
Hanyang, Br. s.s. 1,227, Trowbridge, 20th Dec.—Wuhu 23rd Dec., Gen.—B. & S.	
Thordis, Nor. s.s. 1,091, Jorgensten, 30th Dec.—Bangkok via Swatow 19th Dec., Rice.—Ku Ty Lung.	
Seang Bee, Br. s.s. 5,731, W. T. Larkins, 30th Dec.—Rangoon via Straits 24th Dec., Gen.—Seang Faik Hong.	
Prinz Sigismund, Ger. s.s. 1,200, D. Lenz, 28th Dec.—Kobe 22nd Dec., Gen.—M. & Co.	
Szechuan, Br. s.s. 1,142, Sidford, 29th Dec.—Canton 28th Dec., Gen.—B. & S.	
Taiwan Maru, Jap. s.s. 1,280, 28th Dec.—Moj 23rd Dec., Gen.—Chinese.	
Taiokou Maru, Jap. s.s. 1,994, I. Fukui, 17th Dec.—Mikie 11th Dec., Coal.—M. B. G. K.	
Yungkue, Br. s.s. 1,228, H. Mathias, 30th Dec.—Canton 27th Dec., Gen.—B. & S.	
Palawan, Br. s.s. 1,905, C. R. Longden, R.N.R., 30th Dec.—Shanghai 27th Dec., Gen.—P. & O. S. N. Co.	
Busta, Nor. s.s. 70, V. A. Andersen, 30th Dec.—Singapore 20th Dec., Ballast.—Wallem & Co.	

Clearances at the Harbour Office.

Black Swan, for Haiphong.
Hallan, for Swatow.
Hanyang, for Canton.
Surest, for Manila.
Mahilde, for Paktoe.
Chenar, for Shanghai.
Tomoe Maru, for Tairen (P. Autre).
Busta, for Kobe.

Departures.

Dec. 30.

E. F. Ferdinand, for Singapore.

Meraph, for Amoy.

Shinkin Maru, for Moji.

Nanhan, for Shanghai.

Anhut, for Canton.

Plaguey, for Shanghai.

Hollan, for Coast Ports.

Kingsing, for Shanghai.

Savile, for Singapore.

Antioch, for Seattle.

Suveric, for Manila.

Casua, for Shanghai.

Virginea, U.S. cruiser, for Shanghai, &c.

Pennsylvania, U.S. armoured cruiser, for Shanghai, &c.

Passengers arrived.

Per Seang Bee, from Rangoon, &c.—1,957 Chinese, and a Japanese.

Per Palau-n, from Shanghai—Mr. and Mrs. Stevenson.

Per Delfinger, for Hongkong from Bremen—Messrs. R. Schaefer, P. Matthies, H. Bade, H. Schwartauer, A. Syonen and Fr. Brandt. From Southampton—Messrs. A. O. Brawne and H. S. Boutof. From Genoa—Mr. W. Gemperle, Dr. Wendland, Mr. and Mrs. Schulzen, Messrs. Th. von der Nahmer, and A. Kuenzel, O. Schumann, Miss A. Cooper, Sisters Misier, Eischer, Herz, Mr. and Mrs. S. Payne, Mr. and Mrs. Anderson, Miss Anderson, Mr. and Mrs. F. Ewest, Capt. Bousfahr, and Mr. Zan Sui Tai. From Naples—Messrs. Walter Blair, and Wong Tiung. From Colombo—Miss L. Windo, Mr. and Mrs. Warnshino, Messrs. Ah Shue and Ah Sueg. From Penang—Messrs. W. Keller, At Fab, and Mr. and Mrs. Tong Ching. From Singapore—Inspector and Mrs. R. Martens, Mr. Lukye, Capt. Parker, Messrs. Wong Mei, Dr. Hoppe, Messrs. Chung Leep, Sau Sun, Jui Chow, Tow Chou, Lai Chun, Mr. and Mrs. Li Ai Leong, Messrs. T. Cheong, and Matsumoto.

Shipping Reports.

Sir H. Dwyer, from Bremerhaven, &c.—Strong N.E. monsoon.

Sir Wray Castle, from Kobe, &c.—Light variable breezes and fine weather.

Sir Seang Bee, from Rangoon, &c.—Strong N.E. gale and high seas.

VESSELS IN PORT.

STEAMERS.

Amigo, Ger. s.s. 2,222, H. Frausdon, 28th Dec.—Haiphong and Hoitow 26th Dec., Rice and Coal.—J. & Co.

Apollo, Br. s.s. 2,433, H. V. Ray, 27th Dec.—from Manchuria, Gen.—J. M. & Co.

Bish-Tuan, Fr. s.s. 2,054, Chomienne, 27th Dec.—Haiphong 24th Dec., Rice—Lung Leong.

Bismarck, Br. s.s. 2,374, Saiby, 26th Dec.—Hoofchow 27th Dec., Gen.—D. & Co., Ltd.

Chingtu, Chr. s.s. 2,160, A. Augustsen, 26th Dec.—Tsiatang 21st Dec., Salt—Wallen & Co.

Chiyo Maru, Jap. s.s. 13,426, W. W. Green, 27th Dec.—San Francisco 30th Nov., Honolulu 6th Dec., Yokohama 10th Dec., Kobe 20th, Nagasaki 22nd, and Shanghai 24th, Gen.—T. K. K.

Clan, Br. s.s. 2,510, L. Bland, 18th Dec.—Singapore and Dec., Petroleum in bulk—A. P. & C. Co.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—Amoy, via Amoy and Swatow 28th Dec., Tsin and Gao—O. & A.

Daiji Maru, Jap. s.s. 364, H. Murayama, 29th Dec.—

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURI & CO. Corrected to noon : later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE DIVIDENDS AND QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,503,000 \$1,210,000 \$250,000}	\$2,001,819	{ Interim of £1 for account 1909 @ ex 1/9 = \$22.72	4 %	{ \$997 sales London \$91.0
National Bank of China, Limited	99,925	7	6	{ \$4,000 \$83,000}	\$30,553	\$2 (London 3/6) for 1903 .....	...	865 buyers
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,560,000 \$854,183 \$302,791 \$186,000}	none	\$10 for 1908	7 %	\$145 sellers
North China Insurance Company, Ltd.	10,000	15	15	{ Tls. 225,000 Tls. 315,253 Tls. 146,885}	Tls. 207,573	Final of 7/6 making 15/- for 1908 .....	...	Tls. 112
Union Insurance Society of Canton	12,400	\$250	\$100	{ \$1,000,000 \$132,248 \$105,249 \$582,609}	\$8,464,901	{ Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 %	3900 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$204,405 \$199,463 \$1,000,000 \$132,248 \$105,249 \$582,609}	\$7,57,687	\$12 and bonus \$3 for 1907	7 %	\$230
China Fire Insurance Company	70,000	\$100	\$20	{ \$1,000,000 \$438,668}	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$118 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,434,173}	\$168,711	\$7 for 1907	7 1/2 %	\$370 sellers
CHINA STEAMSHIP COMPANY, LIMITED	30,000	\$25	\$25	{ \$1,000 \$210,000 \$20,000 \$2,000}	\$1,083	\$1 for 1906 .....	...	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000 \$210,000 \$20,000 \$2,000}	Nil.	2/- for year ending 30.6.1908 .....	...	\$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000 \$210,000 \$20,000 \$2,000}	\$21,170	Interim of \$1 1/2 for account 1909	7 1/2 %	\$32 sales
Indo-China Steam Navigation Co., Ltd. (Preference) Do. (Deferred)	60,000 60,000	45	45	{ \$1,000 \$210,000 \$20,000 \$2,000}	\$13,755	{ 6/- for 1907 on Preference shares only @ 1 ex 1/1/16 = \$3.154 .....	...	\$63 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	12	12	{ \$1,000,000 \$100,000 \$138,522}	\$68,817	{ Final of 1/- for 1908 and Interim of 1/- for a/c 1909 .....	...	67/3 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$100,000 \$48,883}	\$8,221	{ \$100 \$48,883 } for year ending 10.4.1909	4 %	\$26 buyers
REFINERIES							3 1/2 %	\$148
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$350,000 \$56,848}	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$157 sales
Luron Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$135,801	\$3 for 1907 .....	...	52 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 200,000	Tls. 6,032	Tls. 10 for year ending 31.8.09 .....	...	Tls. 340 buyers
MINING								
Chinese Engineering and Mining Company, Ltd.	1,000,000	12	12	{ \$1,275,000 \$12,280}	Dr. £4,481	Final of 1/6 making 3/- for 1909	7 %	Tls. 18.80 sales
Raub Australian Gold Mining Company, Limited	150,000	42	18/10	{ \$1,275,000 \$12,280}	Dr. £4,481	No. 12 of 1/- = 48 cents .....	...	\$78 sellers
DOCKS, WHARVES & GODOWNS								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$18,956}	Dr. \$7,481	\$1.75 for year ending 31.12.06 .....	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	{ \$50,000 \$16,806 \$40,000}	Dr. \$10,701	Note .....	...	\$61 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	{ \$221,000}	Dr. \$145,161	Interim of \$1 for account 1909 .....	...	\$51 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,00,000	Tls. 6,031	Float of Tls. 2 for year ending 30.4.09	6 1/2 %	Tls. 76 sellers
Shanghai and Hongkew Wharf Company, Limited	30,000	Tls. 100	Tls. 100	{ Tls. 60,000 Tls. 50,000 Tls. 1,00,000}	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 130 sellers
LANDS, HOTELS & BUILDINGS								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 12	Tls. 100	{ Tls. 100 \$15 \$50}	Tls. 15,000	Tls. 6 for year ending 20.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	10,000	Tls. 12	Tls. 100	{ \$10,000 \$35 \$25}	\$24,041	\$1.10 on old and 60 cents on first new issue .....	...	\$15 sales
Hongkong Hotel Company, Limited	12,000	\$10	\$10	{ \$10,000 \$100,000}	\$10,972	Interim of \$2.40 on old and 40 cents on new shares for account 1909 .....	...	\$774 buyers
Hongkong Land Investment and Agency Co., Ltd.	150,000	\$1	\$1	{ \$100,000 \$14,000}	\$26,473	Interim of 1/- for account 1909	6 1/2 %	\$102 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	{ \$100,000 \$22,172}	\$5,486	60 cents for 1908	7 1/2 %	\$78 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ \$30,000 \$30,000}	\$278	\$1 1/2 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,528,045 Tls. 100,000 Tls. 100,000}	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,968	Interim of \$2 for account 1909	8 1/2 %	\$44 buyers
COTTON MILLS								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 25,000 Tls. 40,098}	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 135 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$10,000 \$40,000 \$100,000}	59,553	50 cents for year ending 31.7.08 .....	...	56 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7 for year ending 30.9.06 .....	...	Tls. 75
Liu-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908 .....	...	Tls. 101
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 15,911	Tls. 50 for 1906 .....	...	Tls. 425	
MISCELLANEOUS								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 \$12 \$12}	£648	15 % per share for 1908	10 %	\$10
China-Borneo Company, Limited	10,000	\$12	\$12	{ \$1,500 \$10 \$10}	Nil.	\$1.20 for 1908	10 %	\$12
China Light and Power Company, Limited	20,000	\$10	\$10	{ \$1,500 \$10 \$10}	\$10,972	50 cents for year ended 28.2.06 .....	...	\$6 buyers
Do. Do. special shares	30,000	\$12	\$12	{ \$1,500 \$10 \$10}	\$10,972	80 cents for 1908	8 1/2 %	\$91 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$100,000 \$10,000}	\$10,972	\$1.10 for year ending 31.7.09	8 1/2 %	\$102 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$100,000 \$10,000}	\$7,891	Interim of 35 cents for account 1909	10 %	\$12 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$13,000 \$5,000}	\$7,756	8 cents for year ending 31.12.08	8 %	\$12 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$10,000 \$2,000}	\$6,707	\$1.10 for year ending 31.7.09	8 1/2 %	\$12 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$100,000}	\$5,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ none \$100,000}	\$2,616	Interim of \$3 for account 1909	10 %	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$150,000 \$20,000 \$70,000}	\$8,790	Interim of \$1 for account 1909	8 1/2 %	\$224 sales
Muinchappui tof Mijo-Jasch eo Landpoewex plastic in Lingkut, Limited	25,000	Grs. 100	Grs. 100	{ Tls. 547,500 Tls. 61,924}	Tls. 316,682	Final of Tls. 12 1/2 and bonus of Tls. 7 1/2 for 1909 .....	...	Tls. 900 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$10,000 \$10,000}	\$5,704	85 cents on fully paid share and 8 cents on 1/- paid share for year ending 30.4.09	6 %	\$131 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$10,000 \$10,000}	\$5,704	85 cents on fully paid share and 8 cents on 1/- paid share for year ending 30.4.09	3 %	\$140 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ none \$10,000}	\$16,640	None .....	...	\$91 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 14,810 Tls. 75,000}	Tls. 5,450	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 135 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ none \$100,000}	None	40 cents for year ending 31.5.09	7 %	\$291 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	{ none \$100,000}	\$63	60 cents for year ending 31.12.08	5 %	\$101 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ none \$100,000}	\$172	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$